

STATEN ISLAND

WAR RECORD RESOURCES NEEDS FUTURE

REPORT *of*
HON. CALVIN D. VAN NAME,
President of the Borough of Richmond,
for the Year 1918, *to the* Mayor
of the City of New York.

STATEN ISLAND

WAR RECORD
RESOURCES
NEEDS
FUTURE

REPORT *of*
HON. CALVIN D. VAN NAME,
President of the Borough of Richmond,
for the Year 1918, to the Mayor
of the City of New York.

CITY OF NEW YORK
PRESIDENT OF THE BOROUGH OF
RICHMOND

CALVIN D. VAN NAME,
PRESIDENT OF THE BOROUGH

January 6, 1919

Honorable John F. Hylan,
Mayor of the City of New York,
City Hall, Manhattan.

Sir:

In accordance with Section 383 of the Greater New York Charter the annual report of the President of the Borough of Richmond for the year 1918 is herewith submitted. Included in the report are detailed records of the operations of the different bureaus making up the Department of the President of the Borough of Richmond. This report is also accompanied by a number of photographs and exhibits in illustration of features of the same. Included in the report will be found data indicating the manner in which the appropriations of public funds have been expended or authorized, and details as to the collection of moneys received by the borough administration for various purposes during the calendar year.

During the World War the administration of public affairs in the Borough of Richmond took on aspects and conditions that were new in municipal government. The paramount matter was to aid in the winning of the war, and all other matters were made secondary thereto.

In consequence of the war, rates for labor and the cost of materials entering into public work advanced greatly above any that ever existed before. Materials

at times could not be obtained, and there was a scarcity of men to repair our highways or to do other public work. Men would not work in this department for the limited wages allowed by the Board of Estimate, and they constantly depleted the forces by going into the nearby shipyards for the higher wages paid there.

Due to the rapid increase in commercial activity throughout the nation, and the congestion in the Port of New York, the large motor truck came into use, and Staten Island being on the direct route to the South and West from Manhattan and Brooklyn, its highways, largely paved with macadam, and not calculated for much endurance, were soon taxed beyond their power of resistance; and with few men willing to work in the Bureau of Highways for the limited wages offered, and the Bureau being confined by the rules of the Board of Estimate, the surfaces gave way to holes and ruts in many places. This proved that macadam should be replaced on heavily traveled highways by a more substantial covering.

Again in this report I will refer to the remarkable development of the capacity and power of the auto-truck, and its destructive effect upon pavements.

Though I had the honor of serving the City for over two years prior to January 1, 1918 as President of the Borough of Richmond I was very much restricted because there was but a very small measure of home rule for this borough.

With the 1st of January, 1918, however, new conditions obtained which have brought about much progress, and much encouragement to people desiring to make Staten Island their home, and to business men and leaders of industry desiring to take advantage of the opportunities our borough affords.

Under new conditions, and with the hearty support of the City Administration, the work of this department has since been planned and carried on in a manner gratifying to our people.

The Borough of Richmond

Six miles south of City Hall, Manhattan, or an equal distance south as 100th Street is north of City Hall, are 36,000 acres of the City of New York, comprising an area almost three times the size of the Borough of Manhattan, which on account of natural advantages are unequaled for residential, business, or industrial purposes.

This area of fifty-seven square miles comprises the Borough of Richmond, or Staten Island, and is the most southerly part of the City of New York.

Staten Island with its elevations, its natural terraces, its hillsides and valleys, is the available asset of the dense population of New York City.

There are included in the Borough of Richmond, Staten Island, and several small islands. The most important of these small islands is Shooters Island upon which is a great shipbuilding plant.

Staten Island and the small islands also comprise the County of Richmond. In other words the Borough of Richmond and the County of Richmond are the same and identical area.

The Borough constitutes eighteen per centum of the area of the City. It is almost as large as the Boroughs of Manhattan and Bronx combined. It is third in size of the five boroughs. Its length is thirteen and one-half miles from northeast to southwest, and its greatest width nearly eight miles.

The distance from St. George in Richmond to the Battery in Manhattan is about five and one-half miles. The distance from Fort Hamilton in Brooklyn to Fort Wadsworth in Richmond is about one mile. The population is 100,000. The assessed valuation is \$110,000,000. For interior communication Richmond has twenty-three and one-half miles of double track steam railway, used for both freight and rapid transit passenger service, and thirty-six miles of trolley road, twenty-nine of which are double tracked.

It has the following ferries:

Municipal Ferry to the Borough of Manhattan.

Ferry to Bay Ridge, Brooklyn.

Ferry to Bergen Point, Bayonne, New Jersey.

Ferry to Elizabeth, New Jersey.

Ferry to Carteret (Roosevelt), New Jersey.

Ferry to Perth Amboy, New Jersey.

In shape it is an irregular triangle, separated from Manhattan by upper New York Bay, from Brooklyn by the Narrows, and from New Jersey on the north and west by the deep waters of Kill Van Kull, Newark Bay and Arthur Kill. On the southeast side, which is the longest side, it is washed by the waters of Raritan Bay and the Atlantic Ocean.

The aim of the Civic Societies of Staten Island is to evolve a Borough which will be conceded to have all the benefits of suburban life, and at the same time have the worth while advantages of a large city.

This Borough is one of the most beautiful parts of the city, and has drives, walks, lakes, streams and wonderful views.

It lies at the gateway of the greatest port in the world.

It has high ground, perfect drainage and good water.

The interior is remarkably beautiful. It is largely a park, and is in its pristine beauty. There are hundreds of acres of the finest trees which have been growing for centuries. Scores of miles of the finest macadam highways pass through wild hedges to and from important villages, and the Borough Government forbids the cutting or trimming of these hedges, which are indeed beautiful, and of a rarity unknown elsewhere in a large city.

There are valleys, rivers, inlets and bays. There is much high land in the interior, and there is high land at the edge of the water. The hills at Fort Wadsworth are the last land of the city passed by tourists when leaving port, and the hills of the island are the first land of Greater New York seen upon their return.

Many poems and stories have been written in praise of this "Gem of the Bay," but not exaggerated, as can be verified by a ride over inviting highways and along enchanting shores.

The interior of our Borough is ideal for homes. There is a rise from the shore to a height that is unequaled anywhere on the Atlantic Coast.

On the shores there are miles of the safest bathing beaches.

During the past two years the increase of population has been markedly large. Business of all kinds has been revived and is now thriving. Wages are high, and work is plentiful for all.

I am convinced that the next census will show returns that will be very gratifying to many people who within the past two years have made large investments here.

I am gratified because of the development of the borough.

As an instance, and one of many, allow me to state that when I was first elected Borough President in 1915 the cars of the Staten Island Rapid Transit Railroad were lighted by kerosene lamps.

Water Front

Staten Island's twenty-one miles of unequaled frontage upon deep water makes it of vast importance to the city in her efforts to maintain the present supremacy of the Port of New York.

Its docks as compared with all others of the port will be nearer the ocean, nearer American coast ports, and nearer Europe.

The direct rail communication with the south and west with which Staten Island is favored makes it the natural gateway for foreign trade.

There are thirty-five miles of water front encircling Staten Island, divided as follows:

Fort Wadsworth to St. George Ferry, 2.8 miles.

St. George Ferry to the pier of Procter & Gamble, opposite Elizabethport, 5.7 miles.

Procter & Gamble's pier to Ward's Point opposite Perth Amboy, 12.7 miles.

Ward's Point to Fort Wadsworth, 14.2 miles.

In all, to be exact, 35.4 miles.

The commercial water front upon deep water now ready for development from Fort Wadsworth north, west and south along the Narrows, Kill Van Kull,

Newark Bay and Arthur Kill is 21.2 miles. The outside water frontage on Raritan Bay and the ocean is 14.2 miles.

Manifestly, the chief factor in the success of a port is its connections by land and water with inland points. These connections are by railroads, rivers and canals. A seaport is a funnel through which commerce of a country flows. Railroads and waterways are the feeders of a port. The important port question is how to collect merchandise at its points of production, and deliver it to the ships, and vice versa, with the least effort and expense. If a railroad brings the goods to a port it is essential for cheap handling that the cars run directly to the dock where the vessel loads. It should be possible to unload it at the dock upon cars which can deliver the cargo to any destination. Or to discharge it overside to canal boats, barges or lighters for delivery at waterside warehouses, or by inland waterways if so consigned. As a foreign shipper favors a port where handling charges are known to be moderate a slight difference in the cost of handling frequently determines at which port a vessel will discharge.

The harbor of New York because of its natural advantages is the City's greatest asset. Each one of us spends more for the unnecessary handling of commodities which go to supply our every day need than we spend for our subway travel. The development of the harbor and the maintenance of the facilities on a high basis of usefulness mean more to every citizen of New York than efficiency in any other activity.

Since the beginning of the war the port of New York has been the main channel through which goods are shipped to our Allies. Through the Kill Van Kull and Arthur Kill in one year 1916 there were carried 36,998,965 short tons, valued at \$978,000,000. In 1915 the tonnage was 32,421,950 short tons, valued at \$520,500,000. In one year there was an increase of 4,500,000 tons.

There are four very important features necessary for the proper location of a modern terminal in the port of New York, namely: deep water, direct all rail connection with the hinterland, a situation within

the limits of free lighterage delivery, and accessibility for trucking from Manhattan and Brooklyn. Staten Island's water front embodies all of these desirable features. This Borough has the largest area of unimproved deep water front, in the city, which is available for development of port facilities.

It has been carefully estimated that the large tonnage of cargo steamers is distributed as follows: seventy-five per centum goes to the railroads for transportation, fifteen percentum is held for storage, and ten per centum for local delivery in Manhattan. Therefore the increased facilities should be created with a view to the handling of rail consignments in the most direct and modern way. Staten Island claims the distinction of being the only borough having direct all rail connections with the various trunk lines of railroads to the South and West. This is by means of the railroad bridge crossing the Arthur Kill linking Staten Island with New Jersey. It is a special advantage not enjoyed by any other borough. This facility is much appreciated by shippers on Staten Island, especially in stormy or winter weather when floats and lighters are tied up or delayed by ice or fog.

For years one thousand foot piers existed only in Manhattan and Brooklyn, but now Staten Island has a number of them, and plans have been decided upon, and the capital made available for others.

These piers are located on the east shore of the borough. This locality for docks and warehouse business offers ideal features. A careful study has been made by me of the various facilities of other ports, both foreign and domestic, and I confidently state, after an examination of the plans of the proposed new terminals, that they will not only be the latest type of improved development, but also most satisfactory for the commercial needs of our port.

Erastus Wiman, father of the plan of connecting Staten Island with New Jersey by means of the railroad bridge across the Arthur Kill, had the right idea as to the future of this borough, when he stated that "here the products of a nation would meet the tonnage of the world."

The only part of the City of New York that is on the west shores of the port of New York, and the part of the city that can compete with the rapid development of the shores of New Jersey, is the Borough of Richmond with its miles of deep water frontage. This is a part of the city where the railway trunk lines can transfer at the side of the ship, rendering lighterage and towing about the harbor unnecessary. All railway trunk lines are on the west shores of the Port of New York. This borough has the advantage of being able to receive the products of the West and South at piers where they can be put aboard ships destined for foreign ports, without the great expense of lighterage which sometimes amounts to as much as the expense to the railroads for their part of the transportation from the distant inland points.

To illustrate, let me state that you can transport coal from New York to Buenos Aires as cheaply as you can transfer it from one pier to another in New York Harbor.

On the water front of Staten Island piers as long as 2,000 feet may be built into the waters of upper New York Bay and Raritan Bay, which would be miles nearer the ocean, and miles nearer the South and West than the piers of North River and East River.

Miles of the deep water front of Staten Island lie as near the great West as the water front of the City of Newark, and lie much nearer the great South. Similarly, our water front is nearer both the West and the South than is the water front of Weehawken, Jersey City and Bayonne. Compared to the North and East Rivers, we have water front miles nearer Philadelphia, and miles nearer Wilmington, Baltimore, Washington and Pittsburgh. Miles nearer all points south and west for reshipment from boat to rail or vice versa.

It is most discouraging to the owner of ships who has invested large sums of money therein to have his vessels delayed for hours upon arrival in port on account of weather or harbor conditions.

The length of a steamship was formerly five hundred feet. To-day it is a thousand feet. In other words it has doubled in length. Who will say that the

steamship of to-day will not double in length in the next twenty years?

There is now in operation along the whole length of the north and east shores of Staten Island the finest and most complete marginal railway connecting all piers with the trunk lines of the South and West—railway connections with the South and West, direct, now existing, and now complete. Much has been said of the importance of marginal railways. Our marginal railway is of the heaviest construction, and is built between high and low water mark, crossing all existing piers, and on a line which intersects the plans of all future terminal improvements. This water front is the ideal of the students of improved harbor terminals—a water front where piers may be so constructed that thousand foot ships may load and unload, with trains of cars on one side, and scores of barges in the wide slips on the other side.

The Commissioner of Docks fully appreciates the importance to the city of these facts, and the engineers of his department are busy preparing plans and specifications for twelve modern city piers, each to be more than a thousand feet in length, and to be equipped with rails for the trains of the trunk lines, and with up to date appliances for loading and unloading in the most rapid and economical manner.

Navigation from the ocean to the east shore of Staten Island is without effort. When passengers land from ocean steamers on Staten Island half a day is saved by them which would be lost if they remained on the ships and sailed north into the North or East Rivers. Particular comment was directed to this fact upon the arrival of Cardinal Mercier in this port; almost a day was wasted by his remaining on the ship and navigating the Hudson River when he could have landed on Staten Island and reached Manhattan in less than an hour. A great deal was said about this waste of a day, and much attention was drawn to this advantage possessed by the shores of Richmond Borough.

The World War

Staten Island from the first hour took her part seriously in the World War. Recruiting for the Naval Reserve commenced in the Borough Hall immediately after the United States declared war upon Germany, April 6, 1917.

At the time of the signing of the armistice, November 11, 1918, out of a population of 100,000, there were in the Army and Navy over 5,000 young men from Staten Island.

The building that stood on the northerly line of the Borough Hall plot, and southerly line of the new Court House space, formerly known as the St. George Hotel, and owned by the City, and having been taken for space for formal gardens to be constructed in front of the new Court House, was turned over by me as Borough President for the use of the Red Cross Society and for the Navy Young Mens' Christian Association in the war activities.

During the war it was filled every day and night with sailors and soldiers, who were furnished meals and lodging at a nominal charge. The food supplied was wholesome and abundant. No sailor or soldier was turned away from its warm hospitality. The overflow that could not be accommodated with rooms and beds was provided with cots, or slept on mattresses placed upon the floors. They were provided for regardless of the places or States they came from. Hundreds belonged to the warships lying at the anchorage at St. George.

The expense of all this was very largely borne by liberal Staten Islanders who were most cheerful givers, and there was at no time lack of funds.

The Motor Ambulance Corps composed of ladies of the Red Cross Society with automobile ambulances also had headquarters in this Red Cross Building. The members of this Corps were equipped with handsome and becoming uniforms of great utility, giving them a martial and determined appearance when upon their serious work, or in line for escort, or for other service; and they were kept very busy, and gave up all of their time to the work of moving sick and

wounded soldiers and sailors to and from different places, often from ships to Fox Hills Base Hospital, or to the Marine Hospital.

They became expert chauffeurs. Their bearing was military—marching and saluting according to strict military regulations.

Sections of the Borough Hall were allotted for War Service, which were filled with ceaseless activity during the whole of the war. The work was done by men and women, but the women workers were in the majority.

Let me here take this opportunity to state that too much cannot be said of the patriotism and hard work willingly done by the self-sacrificing women of Staten Island during the whole period. Nothing was overlooked that could aid and comfort the departing recruit and those depending upon him.

The services of the women extended to the big General Hospital at Fox Hills, called the Base Hospital, containing over a thousand beds, and to the large Marine Hospital at Stapleton.

In both hospitals, the Richmond County Chapter of the Red Cross has been very active, and the Chapter will continue work as long as the men who need their help are treated there.

There was a branch of the Red Cross Society in every town on the island, and ceaseless work was performed by the members.

No task seemed too arduous for these noble women.

Staten Island promptly met all the calls of the Government. Of the many war activities nothing was neglected.

Every provision has been anticipated for the return to Staten Island of her boys, and all will be received with fitting demonstration. All will be provided with employment, and for this purpose even more space will be set aside in the Borough Hall.

Reports that have been received state that many of our 5000 young men have been wounded, and that one hundred and forty-one have made the supreme sacrifice. There will be memorials in the borough of a fitting character to show in a measure our apprecia-

tion of their great service in their country's need. Among other suggestions, a noted chemist and his wife have expressed an intention of purchasing a tract of land for a Memorial Park, improving the same, placing bronze tablets upon a large natural monolith, dedicating it by impressive ceremonies to the dead heroes, and presenting it to the City to become one of the parks of the borough.

Staten Island Womens' League for Service

In March, 1917, when war with Germany seemed inevitable, there was called a mass meeting of the women of Staten Island, and it was held on the 26th of the same month. It was largely attended, and an organization for war work followed with headquarters in the Borough Hall, where the League has remained in full activity. It was called the Staten Island Womens' League for Service. The League responded to many different calls for a large variety of services.

Comfort kits and sweaters were provided for all of the recruits, in one instance amounting to five hundred in one day.

Every time a group of recruits left Staten Island for the training camps it was from the Borough Hall, and the Womens' League for Service was in charge. It had brass bands on hand to provide music; prominent citizens were present to wish the recruits God-speed, and the Boys left home feeling that Staten Island appreciated the importance of the serious work they were entering upon.

The ceremonies attending the leaving of all detachments large or small were the same. Though the day were hot or cold, fair or stormy, the condition of the weather affected in no way the noble women in carrying out their laudable enterprise.

To give an idea of the thoroughness with which they demonstrated the borough's appreciation of the service of the young men who left from time to time to fight for their country and to uphold the honored name of Staten Island let me describe the same.

The recruits were received at the Borough Hall where they were presented with food, sweaters and other useful articles, where there would be present relatives and friends and a band of music playing patriotic airs; short speeches expressing appreciation of the importance of the serious work in which the recruits were about to engage were made, and after this the line formed for the march down to the lower level of the ferry house, headed by the Borough President and the Aldermen, followed by the ladies of the Motor Corps in their effective looking uniforms, the home service guards in uniforms, the recruits and their relatives and friends. The sight was always impressive, and caused many other young men to hasten into the service of their country.

In the Liberty Loans the Women's Committee had their headquarters in the Borough Hall. At the close of the Third Liberty Loan Staten Island had obtained subscriptions for more than three hundred and fifty percentum of its allotted quota and there was presented to the Borough a large Honor Flag which thereafter flew daily from the municipal pole in front of the Borough Hall.

Under the guidance of the League there was also in the Borough Hall the headquarters of the War Savings Stamp Campaign and the Federal Food Administration. It was also engaged in the campaign for the conservation of child life.

In short, during all the strenuous months of the war the Staten Island Womens' League for Service was called upon for work of every conceivable kind, and it is the proud boast of Staten Island women that from the day they organized until the signing of the armistice they never refused a request.

The Base Hospital at Fox Hills

The United States Government acquired by lease 160 acres of rolling land, known as Fox Hills, overlooking New York Bay and the ocean not far distant, for a military hospital.

Eighty-six buildings were erected with accommodations for a large number of patients, and a staff of 650 nurses, physicians and attendants.

The property is within a mile of the Quarantine Station where sick and wounded soldiers were landed, and are still landing from ships returning from France and other places where our soldiers have been stationed or engaged in battle.

The hospital is a complete one, and only praise has been heard regarding the efficiency and management of the staff of physicians, nurses and attendants.

Memorial Bridge

I propose that there be built in Clove Lakes Park, at the place where the waters of the upper lakes are confined and pass through a narrow outlet across Martling Avenue, and where there now exists a wooden bridge, a Memorial Bridge of natural stone or a monolith of artificial stone that will be a monument, and upon which will be embedded bronze tablets containing the names of the one hundred and forty-one sons of Staten Island, who died in the World War.

Application will shortly be made to the Board of Estimate and Apportionment for the issuance of the necessary bonds to cover the cost.

Shipyards

The several shipyards of the borough have developed into large plants, and have rendered invaluable service to our country during the war.

There have been constructed, launched, and completed many ships of the carrying capacity of 7,500 tons, and various war craft which have performed heroic service.

During the war, the construction was day and night without intermission, and there was never a question of the efficiency of the large forces of men working in every plant.

At the launchings the joy of the shipworkers was complete as they saw the fruition of their intense labors.

For the next half century these staunch vessels will be seen in every clime flying the stars and stripes. .

Ashokan Water

The Borough of Richmond is now supplied with Catskill Mountain water from the Ashokan artificial lakes, at the Ashokan dam, in Ulster County.

The pure water of a large mountain stream that flows through the Ulster County section of the Catskill Mountains is impounded in the Ashokan artificial lakes; thence by gravity it flows to the Hudson River at Storm King, and by siphon under the river to the east side thereof, and thence to the Harlem River. Flowing under the Harlem River, under the Boroughs of Manhattan and Brooklyn, and under the Narrows to Staten Island, this water finally reaches distributing reservoirs in Silver Lake Park.

The number of gallons of this mountain water impounded in the Silver Lake Reservoirs is 440,000,000. The depth of the water in the reservoirs when full is 35 feet. The size (water surface) of these reservoirs, combined, is 54 acres. The number of miles of water mains in this borough containing Catskill water is 264.

The Subway Proceedings

Richmond Borough is an integral part of the City of New York, and is entitled to the same favorable treatment that has been bestowed upon the other boroughs.

The city government has been prodigal in providing millions upon millions for the development of transportation facilities in the other boroughs, and has almost ignored all applications for aid in our efforts for the development of Staten Island.

The City invested \$120,738,355 in bridges in other boroughs, and the outlay for subway rapid transit in those boroughs is without parallel.

The development of the miles of water front upon deep water around this borough must be taken into consideration in the contemplated plans for the development of the port now strongly advocated by the Chamber of Commerce of the State of New York, the Merchants' Association, and other influential organizations.

Attention should be directed to the City of Newark, and its efforts to develop its water front, and the wonderful growth since the City of New York allowed the building of a subway under the streets of Manhattan to connect that borough with it.

As stated above, the shores of Staten Island are the shores of the City of New York that are on the west side of the harbor of New York, and have all of the advantages of the New Jersey shores in respect to location on the west shore of the port.

The City of New York must use the shores of Staten Island in its competition with the advantageous shores of New Jersey.

The terminals of the railroad trunk lines must always be on the west shores of the harbor. For on the west shores of the harbor goods may be taken from railroad trains and placed on ships without the waste of lighterage.

Upon the commencement of the construction of tunnels for subway connections to Staten Island the profit to the City would be instant. As soon as the decision by the City to construct the tunnels is made the building of homes and the influx of population will commence, values for taxation purposes will rapidly increase, the harbor will be more easily developed, and business and manufacturing of the City increased.

Through the existing tubes the population of Manhattan has been sucked, and deposited in Westchester County, in Nassau County, and in the State of New Jersey.

The proposed Staten Island tunnel would not go to New Jersey, Westchester County, or Nassau County, or to depots of railroads running to those places, but would go to a part of the city, and serve only people who would pay rent within the city, or taxes to the city. It would put population within the city, and not operate as a suc-

tion tube to draw population from the city and add it to the population of places outside of the city, as is the case with the existing subways.

What has Staten Island paid for subways in other boroughs? What has it paid for the support of the Public Service Commission? Is there an unjust situation? The Public Service Commission has cost the taxpayers of Staten Island millions of dollars in salaries and administration expenses, yet by no stretch of imagination can it be discovered that one dollar's worth of benefit from this immense outlay ever reached the Borough of Richmond.

The subways were built by the city at the expense of the city, and are owned by the city, and are leased to operating companies.

Issues of bonds, a burden to the entire city including Staten Island, running into hundreds of millions, have been made for subways to carry people under the streets of New York City comfortably and rapidly to points in Westchester County and Nassau County as well as to various sections of four of the five boroughs, while annually the home of the man on Staten Island which is assessed say at \$5,000 has been taxed to pay the expenses of the Public Service Commission and for interest upon the bonds issued by the city for the construction of the subways as much as the home of a resident in another borough also assessed at \$5,000 and who has been enjoying all the comforts of subways.

Let us see how this operates in figures. Take \$200,000,000 as an easy example, and say that the debt of the city contracted for subways is that amount. In that case in the year 1920 the city will contribute \$9,000,000 for interest for that year and sinking fund payments for that year on \$200,000,000 invested in subways; and this will add eleven points to the tax rate in every borough, including the Borough of Richmond. In other words, eleven points of the tax rate in the Borough of Richmond each year are in the levy because the city annually contributes nearly nine million dollars for interest and sinking fund payments for the subways in other boroughs.

What will Staten Island contribute to the city in return for the outlay for a tunnel? The answer is public

schools established before consolidation, hospitals established before consolidation, hundreds of miles of macadam highways constructed before consolidation, four ferries to four different cities of New Jersey, great fortifications, Newark Bay and its enterprises, Kill van Kull and its great commerce, beautiful beaches, highest hills on the Atlantic Coast, bays and rivers, great shipyards, manufacturing plants, miles of frontage for commercial purposes upon deep water, and the only frontage of the city on the western side of the harbor, a marginal railway connecting with all the trunk lines to the South and West and of a construction superior to any that the city can hope to possess in any borough, a great area,—picturesque, beautiful, healthful and desirable for homes, and a well-to-do population of thousands of sterling citizens with most patriotic impulses.

The New County Court House

The new County Court House at St. George, situated next to the Borough Hall, denominated in the records of the Board of Estimate as the "Additional County Court House in the Borough of Richmond" is now completed, and ready for occupancy. There will be housed in it the Supreme Court of the State of New York, the County Court of the County of Richmond, the Surrogate, the Sheriff, the County Clerk, the Clerk of the Surrogate's Court, the District Attorney, the Commissioner of Jurors, the Assistant Medical Examiner, other County officers, and Court of Special Sessions.

I have also assigned the large front room and two additional rooms on the top floor to the Richmond County Bar Association for a county law library, and for meeting and business purposes connected with the affairs of the Association.

The total appropriations made from time to time by the Board of Estimate for the land and for the construction and completion of the building and grounds amount to \$914,973.22, and were made in various sums at various times during the terms of Borough Presidents Cromwell, McCormack, and myself.

The contracts were signed as follows:

Date of Contract.	Purpose of Contract.	Name of President Signing Same.
Dec. 22/13.	Excavation.	George Cromwell.
Jan. 5/14.	Construction of Foundation, Shell and Roof of Building.	Charles J. McCormack.
July 25/16.	Plumbing.	Henry P. Morrison, Acting-President.
Oct. 9/16.	Incidental Plumbing.	Calvin D. Van Name.
Oct. 13/16.	Heating and Ventilating.	Calvin D. Van Name.
Jan. 3/17.	Interior Construction.	Calvin D. Van Name.
Sept. 17/17.	Electrical Work.	Henry P. Morrison, Acting-President.
Oct. 30/17.	Elevators.	Henry P. Morrison, Acting-President.
Jan. 4/18.	Approach Work.	Henry P. Morrison, Acting-President.
May 8/18.	Lighting Fixtures	Calvin D. Van Name.
May 9/18.	Clocks.	Calvin D. Van Name.

Further appropriations and contracts will be necessary for furniture, and for finishing of the outside approach work, including formal gardens.

The Municipal Ferry

The municipal ferry service to Staten Island is maintained by the Department of Dock and Ferries. It operates six swift boats—the largest and finest ferryboats in the world. The schedule time between the Borough of Manhattan and the Borough of Richmond is twenty-three minutes, but few trips are made within the schedule time. The number of passengers carried in the year 1917 exceeded 17,000,000, and the number of vehicles exceeded 528,000.

Four of the ferry boats are in constant service. They have a capacity of 2,500 passengers each; and in addition each has space for carrying about twenty-two automobiles. The average daily traffic to and from Manhattan is 50,000. The maximum rush hour traffic is 9,000 per hour. The population and business of the borough are too great for service by ferry only, and the rapidly increasing harbor congestion, a great hindrance to ferry operation, has made necessary some additional means of communication between Staten Island and the other boroughs.

Because of the efforts of leading men and influential organizations coupled with natural advantages, the population of the borough has greatly increased, and the industries have developed on a large scale, and to such a degree that the municipal ferry is not able to comfortably or expeditiously handle the increasing daily passenger and vehicular traffic.

The development of the port is retarded by the loss of time (which is money) of high powered auto trucks standing in long lines awaiting passage on the overcrowded boats.

Let us look at some figures as to this loss to the public. It is a common sight to see in line awaiting turn on the boats forty auto-trucks and touring cars. Strike an average of \$2,500 for each truck or car, and you have in the line standing idle a value of \$100,000.

Again assume that there are of the forty vehicles thirty auto-trucks, each with an average load of the value of \$1,000, there is an additional sum standing idle of \$30,000. In all, idle capital amounting to \$130,000.

I feel sure that no other city in the world would tolerate this large waste.

Many trucks are loaded with foodstuffs that are needed at their destination and are enhanced in cost by the waste of capital and time of men before reaching the retail stores.

Brooklyn Ferry and Carteret Ferry

Two new ferries have been established; one from the terminal of the Municipal Ferry at St. George to Bay Ridge, Brooklyn, and the other from Linoleumville to Carteret, New Jersey.

There are in use on both ferries, ferryboats, commodious and strong, with a capacity for carrying numbers of trucks and automobiles.

Policy of the Borough Administration in Regard to Shortening the Time of Travel Between the Shores East and West, and North and South

With limited funds for the purpose of construction of improved pavements each year, it becomes important that there should be some fixed policy as to the selection of highways upon which to make the expenditures.

Two methods suggest themselves.

One is to improve short stretches of streets within the thickly populated towns; and the other is to improve long stretches of highways running north and south and east and west, and thus shorten the time of travel between towns of importance, and between towns and attractive locations; in other words, by the latter plan to make the borough more compact, endeavor to have no isolated villages, no feeling of clannishness for this shore or that shore, make the people of all shores neighbors, and encourage the extension of all towns large and small until all have grown together. For a time at least, and to some extent the latter method should be used.

If I am allowed to carry on my plans in this respect there will soon be a feeling that all of our people are residing in the same civic sub-division. Although the present names for convenience of designations of locations may continue, the feeling of distance will no longer be apparent.

This idea will be markedly carried out by the proposed improvement of Richmond Avenue, Richmond Turnpike, Richmond Road, and Willowbrook Road referred to in this report.

Amboy Road

In furtherance of my policy of using the limited funds awarded to me by the Board of Estimate to shorten time of travel between the towns and between the shores, the nine and one-half miles from New Dorp to the Perth Amboy Ferry, comprising the Amboy Road and Bentley Street, were paved with a wearing surface

of bituminous concrete two inches thick on a concrete foundation six inches thick. This is said to be the most delightful riding surface to be found anywhere. The asphalt used is genuine Bermudez from the Bermudez Lake, Venezuela, South America. The total cost was \$313,000.

The expense of such a pavement one or two years hence will be well nigh prohibitive if the rapidly mounting costs of labor and materials continue their upward trend. Hence it is imperative that this pavement be carefully protected from rough use by auto-trucks.

An awakening is in the growing size of the auto-truck, now approaching ten ton load capacity. These large auto-trucks will be very destructive to bituminous covered pavements. They were not laid for heavy wear. Such wear and tear were not known when they were planned and could not reasonably have been anticipated.

If the heavy trucks cannot be excluded from the Amboy Road its bituminous pavement, which is the finest in the world, will be destroyed.

When the late Henry P. Morrison, then Commissioner of Public Works, which office he held at the time of his death, and Theodor S. Oxholm, Chief Engineer, planned and drew specifications for this pavement, the large auto-truck with a carrying capacity of nine tons, now sometimes seen on our highways, was in the experimental stage, and no provision was made for an attack upon the wearing quality of this character of pavement that these heavy trucks will make.

I am solicitous as to how long it could last if the strain were allowed to continue, and I will apply for an ordinance excluding trucks from the highway, compelling them to take the Richmond Road and Arthur Kill Road to and from the Perth Amboy Ferry. Many of the heavy trucks are not destined for points in the borough, but because of the congestion of freight all around the harbor of New York they are doing a growing business between Baltimore, Wilmington and Philadelphia and New York City and New England.

The Arthur Kill Road will rapidly go to destruction under the heavy wear—it being a tarvia macadam highway; and it will be necessary to pave it with a heavy ce-

ment concrete pavement as soon as the Board of Estimate will make the necessary appropriation. It will cost a great deal, but I will apply for the funds, confident of a friendly interest in the borough by the Board of Estimate.

One severe winter with the truck travel would at once destroy the ten miles of the Arthur Kill Road, and make it impassable. As much of the trucking is interstate, and necessary for the business of the entire city, the Board should consider this fact when the application for funds is made, and not put a heavy burden of assessment upon this borough.

Richmond Avenue

Richmond Avenue, running almost north and south from the Kill van Kull at Port Richmond to Raritan Bay at Eltingville Shore, has possibilities that are important to the borough, and it is my ambition to extend the present smooth pavement of bituminous concrete southerly across Fresh Kills Bridge to Amboy Road at Eltingville, and on to the Southfield Boulevard and Raritan Bay at Eltingville Shore.

It will not be an extravagance. The reduction of time from the Kill van Kull on the north to Raritan Bay on the south, by the use of a new bituminous pavement to twenty minutes will be a creditable achievement.

By this improvement Amboy Road, Eltingville Shore and Great Kills will be but one half hour from the growing City of Bayonne.

Willowbrook Road

A cement concrete pavement has been laid on the Willow Brook Road, and has the distinction of being the first concrete pavement laid upon a highway in the City.

After an examination by Commissioner Morrison and Mr. Oxholm of concrete pavements up the State, it was determined to construct such a highway here. The use of cement concrete as a pavement has increased very

materially, and improvement in methods and manner of laying it have advanced very much. The results seem satisfactory, and I am anxious to extend the same pavement along Forest Hill Road, Rockland Avenue, Manor Road and Richmond Road to Amboy Road at Black Horse Tavern, thus connecting Richmond Avenue at its junction with Willow Brook Road with the Amboy Road at New Dorp by a smooth and pleasurable riding pavement.

This is a beautiful route all the way, passing fields of green, wild hedges, forests, streams and the ravine at Egbertville which has been included in the park system of the borough. This drive connects the towns of the north shore with the beaches and the growing localities of the south shore.

The extensive tracts of city land of the Farm Colony and Sea View Hospital are on this route, and the improvements will make them accessible for visitors and supplies.

The cement to be used in the concrete will make a mosaic pavement. It will bear the traffic without an asphalt surface. It is hoped that this new type of road will meet the demands of the heavy auto-trucks used for the public institutions located on the line, and will also be a noted pleasure drive for those who seek the beautiful rural retreats of the Island.

This route intersects the Richmond Turnpike and reaches Richmond Road and Amboy Road, which are the main trunk highways, running east and west.

Tompkins Avenue

While I have modified the original plans of some years ago for the improvement of Center Street and Tompkins Avenue (sometimes called Rosebank Avenue) which had seemed to me too much in advance of the times, yet enough of the original plans has been adopted by me to bring about a great improvement in Stapleton, Clifton and Rosebank.

As modified, there will be a wide avenue, where it has been needed, from the park in Stapleton to Vanderbilt Avenue, and there will be constructed sidewalks,

curbing, guttering and a bituminous pavement. The curbing, guttering and bituminous pavement will be continued on as far as St. Mary's Avenue.

Manor Road

Manor Road between Richmond Turnpike and Brielle Avenue is paved with macadam covered with tarvia.

As the pavement is not strong enough to withstand the shock of the constant bus travel to and from Sea View Hospital, the continual efforts by the Bureau of Highways to keep it in repair are unavailing.

I have made application to the Board of Estimate for funds with which to lay pavement of bituminous concrete on a cement concrete foundation, but have not succeeded up to this time. However, I am encouraged, and believe that in a short while the new Board will act favorably, and another much needed improvement will be made.

Richmond Road

Richmond Road is a very important highway, being the most direct route from Manhattan and the St. George Ferry southwesterly to Amboy Road and Perth Amboy Ferry, and to the South and West.

I have long thought that it should be a city-wide problem. The road is very narrow, and has upon each side of the small wagon space sets of rails of the Staten Island Midland Railway Company.

It will be very difficult to obtain the funds with which to improve it so that the space up to and within the rails can be made available as a widening of the highway, but by the friendly attitude of the new administration I feel that I will succeed, and the proposed extension of the width of the pavement will become a fact. I have information that soon there will be a petition to the Local Board to compel the setting back of the fences for the construction of sidewalks from Concord to New Dorp.

Richmond Turnpike

This old route from New York to Philadelphia and Washington by way of the old Quarantine, now Tompkinsville, and Blazing Star Ferry, again comes to the fore with great force.

The Staten Island end of the subway under the bay from Brooklyn will be at or in the immediate neighborhood of Richmond Turnpike. Recently there has been established a ferry across Arthur Kill to Carteret, New Jersey, from the end of Richmond Turnpike at Linoleumville, and if there were a proper pavement the distance could be covered by way of this route from one extreme point of the island to another in a short time.

I am urging the importance of the proposed improvement and time-saving suggestion upon the members of the Board of Estimate. There have been a number of plans filed in the County Clerk's office for the development of large tracts of land on and near this highway. The present pavement is macadam covered with tarvia, and is unfitted to withstand the increasing automobile and auto-truck traffic.

This thoroughfare passes Tompkinsville, Silver Lake Park with the reservoirs, Clove Road, Clove Lakes Park, Little Clove Road, South New York, Castleton Corners (Four Corners), Jewett Avenue, Westerleigh, Willow Brook Road, Richmond Avenue, Bull's Head, Travisville and Linoleumville. It is a direct route from the east side of the borough to the west side of the borough, and to the ferry connecting with New Jersey.

Conclusion

There is a general feeling of confidence that the progress in the borough which has commenced will continue, and there is a determination on the part of the citizens of Richmond Borough to aid the new administration at City Hall.

It is very gratifying to note the pleasant relations now existing between our citizens and the Executive of the City and all branches of the City Government. All the members of the Board of Estimate are showing every

inclination to aid in the new movement to develop the borough. Our people are well aware that the Board of Estimate is endeavoring to govern our City economically business-like and decently.

It is a pleasure to write of the great help in the administration of the borough and in its now rapid development received from the three aldermen who with me compose the Local Board. We have been in complete accord, and perfect harmony has prevailed.

I have been heartily supported by the various officials and employees of this department who have given close application to their work, and have served the public in a manner that has won general commendation.

In the death of Henry P. Morrison, a distinguished civil engineer, and an expert of renown in road building, who had spent years in the service of the State and City, the borough and the municipality have sustained a great loss. He died at his residence in West New Brighton, in this borough, on December 17, 1918.

Excepting the lamented death of Commissioner Morrison, there have been no noteworthy changes in the personnel of the official staff during the past year, and a harmonious relationship continues between all members.

Finally, your Honor, I desire to express my sincere gratification to you and to all members of your administration, and to the various members of the Board of Estimate and the Board of Aldermen, who are all sincerely aiding in the proper conduct of the affairs of the City, for uniform kindness and assistance on all occasions. Without this co-operation my work would have been far more difficult, and the progress now evident everywhere would have been greatly retarded.

Respectfully yours,

CALVIN D. VAN NAME,

President of the Borough of Richmond.

